

Arizona Department of Transportation

Sun City West / PORA Traffic and Safety Committee

March 28, 2007





Regional Transportation Plan (RTP)

- In 2003, Maricopa Association of Governments (MAG) approved a \$15.8 billion Regional Transportation Plan
- In 2004, voters approved Proposition 400
 - Provided funding needed to implement the Regional Transportation Plan
 - Extension of 1985 voter-approved plan



What is the Regional Transportation Plan?

- A Partnership between ADOT, MAG, local governments, Valley Metro and Valley Metro Rail to:
 - Manage regional transportation programs
 - Coordinate project implementation
 - Develop finance strategies
 - Foster communication and public involvement
 - Facilitate regional collaboration

Local & Tribal Governments

Business & Community Groups

Citizens

Oversees to ensure performance standards

INPUT

Maricopa Association of Governments (MAG)

Develops Regional Transportation Plan

Arizona State Legislature

Approves plan to go to voters

Citizens

Approve Funding for Regional Transportation Plan*

ADOT

Implements highway projects in Regional Transportation Plan

Regional Transportation Planning Process

Prioritizes Projects

Federal Highway Administration

Oversees ADOT compliance
Provides federal share funding

*Maricopa County voters approved current Regional Transportation Plan in November 2004.

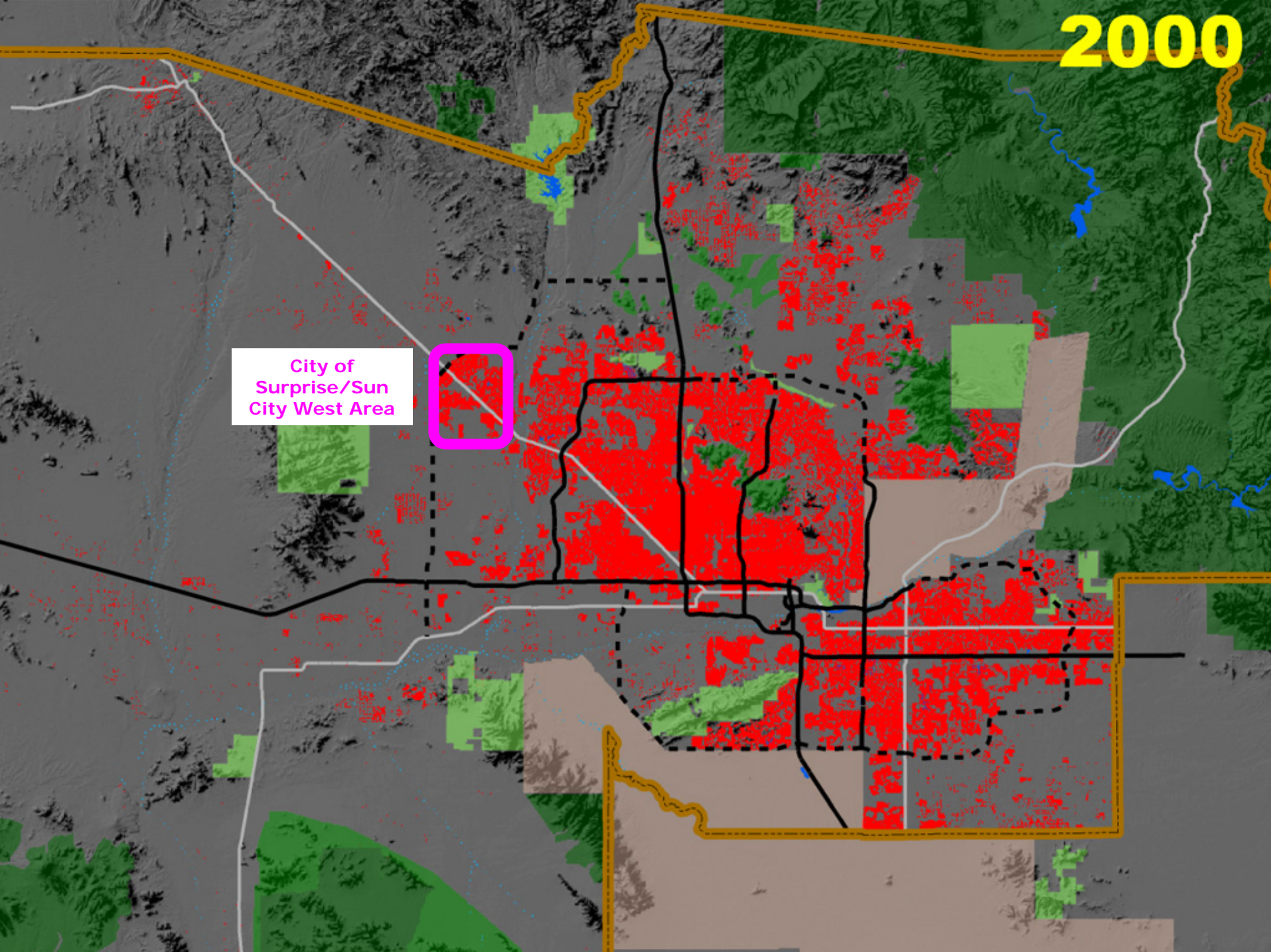


Why was a Regional Transportation Plan Needed?

- To efficiently pool and prioritize resources
- To get buy-in from all communities and agencies for a balanced program
- To meet increasing needs of the community
 - Valley population projected to increase from 3.7 million to 5.7 million by 2025

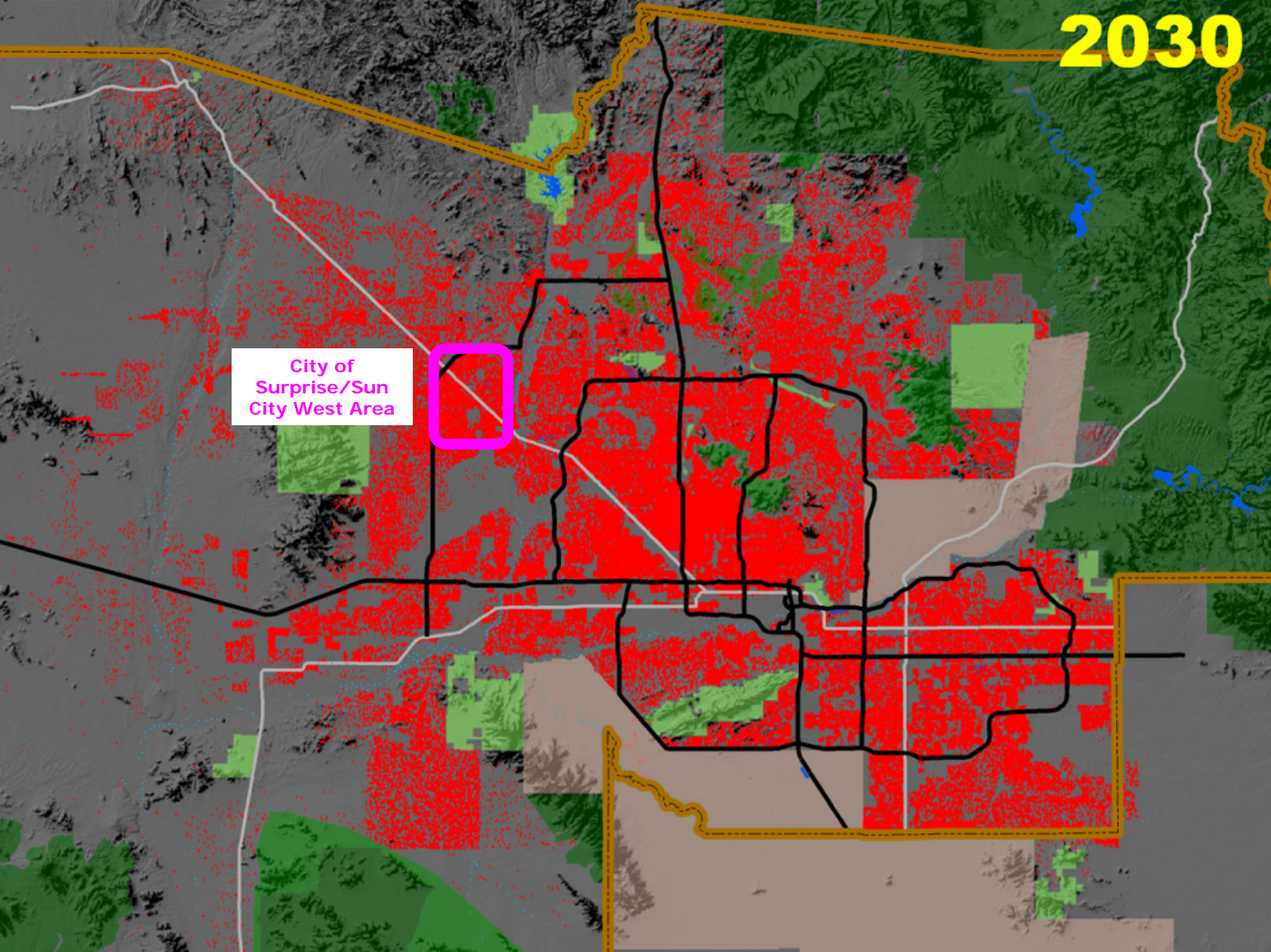
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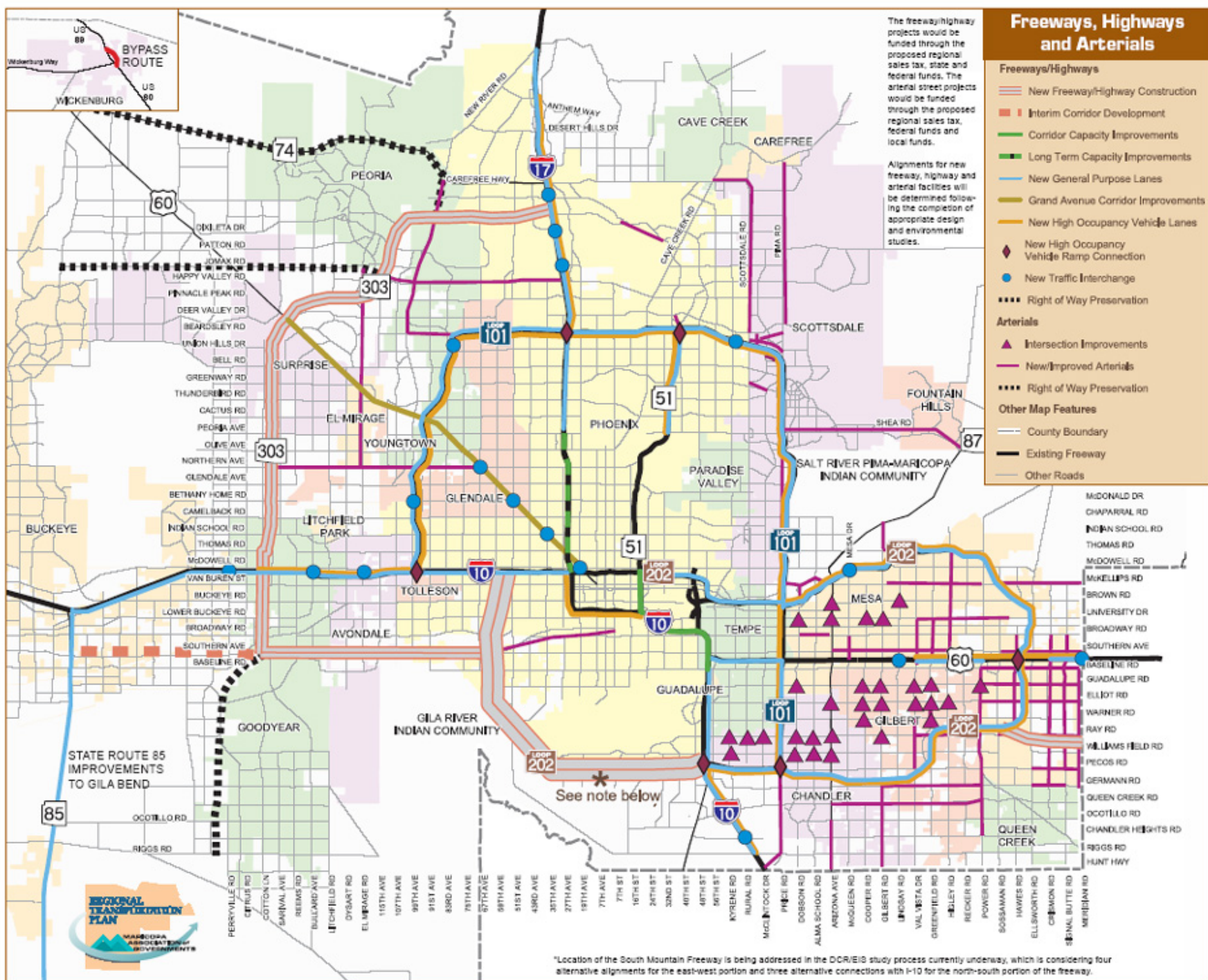
City of
Surprise/Sun
City West Area



2030

City of
Surprise/Sun
City West Area







MAG's Role: Create the Plan

- Develop Regional Transportation Plan (RTP) and conduct regional transportation planning
- Set priorities for scheduling and funding
- Approve accelerations and cost changes to RTP
- Approve air quality analysis on all regional transportation projects



ADOT's Role: Deliver the Plan

- Implement RTP Freeway Component
- Conduct studies to identify/evaluate alternatives
- Coordinate environmental document review
- Acquire rights-of-way
- Design and construct freeways
- Maintain freeways
- Approve Regional Freeway enhancements



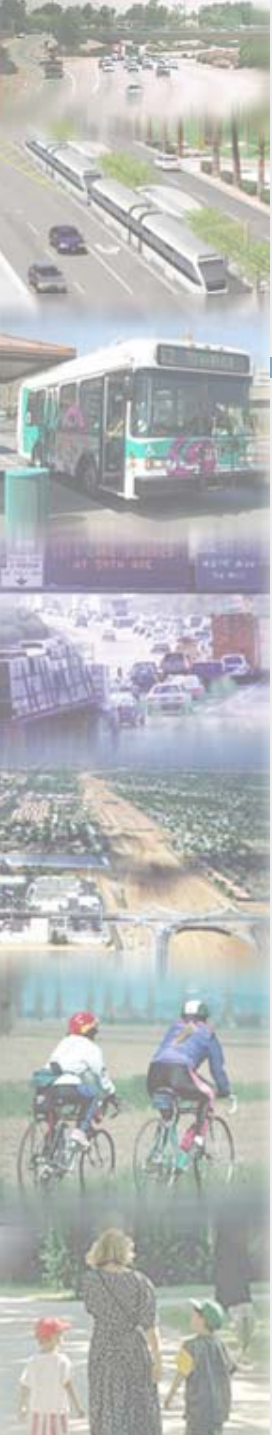
FHWA's Role: Oversight

- Serve as lead federal agency
- Participate in study process
- Provide document review and approval
- Provide funding



Managing the Existing Transportation System

- Population Growth
 - ADOT does not control development of land
 - ADOT cannot require developers to pay for roads
- Rising costs
- Environmental Issues/Studies
- Transit
 - Commuter/heavy rail options currently under study
- Role of other agencies
 - Federal Highway Administration
 - Local communities and county government



Loop 303 Corridor Development



Loop 303 Corridor History

- MAG added Cotton Lane/Northwest Route to Freeway Plan in early 1980s
- ADOT added Route to State Highway System in mid-1980s
- 1985: Valley voters approved Proposition 300
 - 20-year, half-cent sales tax for freeway construction
- 1988: MAG approved funding to construct Loop 303 as interim 2-lane roadway between Thomas Road and US 60



Loop 303 Freeway Corridor History *(continued)*

- 1992: ADOT opened 2-lane interim Loop 303, Thomas Road to US 60
- 1994-95: Voters defeat new transportation tax
 - No additional funds to complete freeway system
 - Loop 303 corridor subsequently removed from State Highway System due to lack of funding
 - ADOT announced plans to abandon corridor
 - County agreed to assume role of “caretaker”
- 1998: Maricopa County published study recommending construction of at-grade highway between I-10 and US 60



Loop 303 Freeway Corridor History *(continued)*

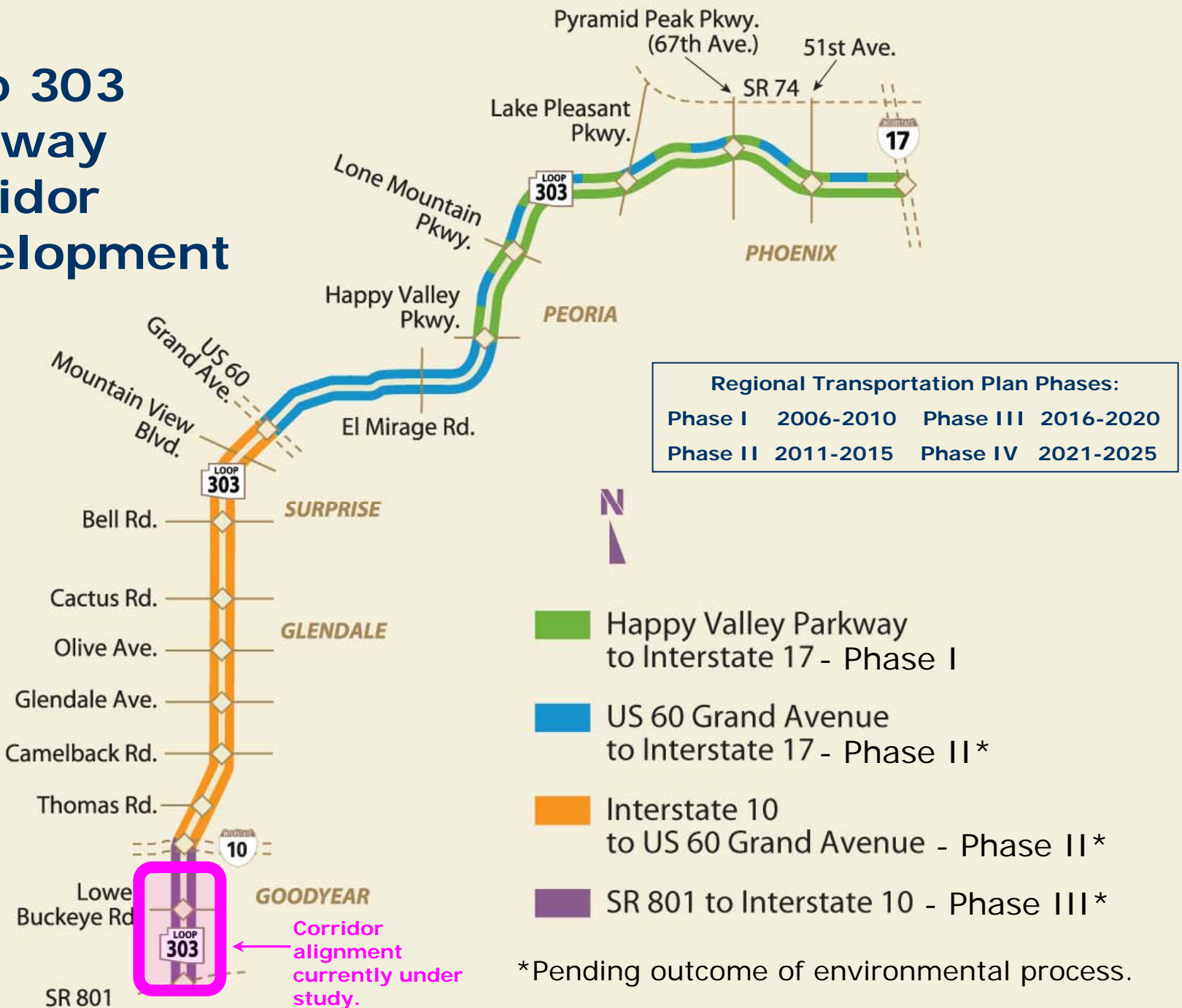
- 1999: ADOT formally added Loop 303 back into the State Highway System
- 1999: MAG added 'Estrella Expressway' (Loop 303), MC 85 to US 60, back into regional plan
 - Also added section from US 60 to I-17 for study
- 2000: County begins construction of interim road, Clearview Blvd. to Lake Pleasant Rd.
- 2004: Voters approved Proposition 400 – provided additional freeway funding
- 2006: County transfers Loop 303 back to ADOT for construction of freeway



Loop 303 Freeway Corridor Future Development

- Future half-loop around West Valley
- Phased funding for a six-lane freeway
- Development to occur in stages:
 - Happy Valley to I-17 (construct interim roadway)
 - US 60/Grand Ave. to I-17 (complete to six lanes)
 - I-10 to US 60 (complete to six lanes)
 - SR 801 to I-10 (new freeway)
- Interim roadway (I-10 to I-17) by 2010
- Full completion from SR 801 to I-17 by 2017

Loop 303 Freeway Corridor Development



Loop 303 Happy Valley Parkway to I-17

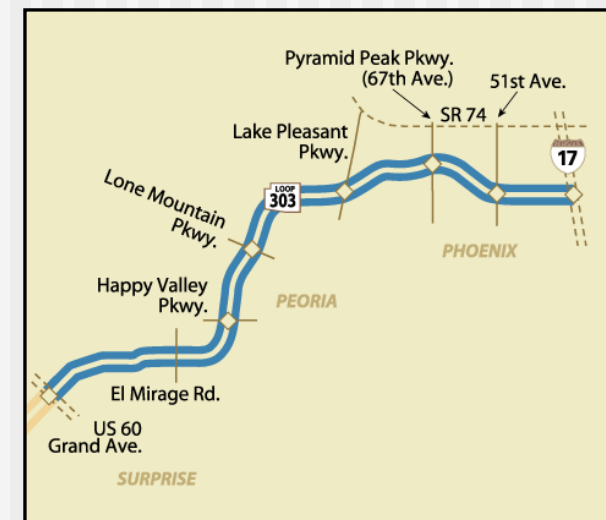
- Interim development
 - 14-mile, interim four-lane divided roadway
 - Includes interim interchange with I-17
 - \$200 million
 - Final Design to begin in 2007
 - Construction scheduled to start in 2008 and be completed by 2010



Loop 303 US 60 to I-17

- Second stage project to complete this 20-mile section to a six-lane divided freeway
- Interchanges planned at major arterial streets
 - None planned between US 60 and El Mirage Road
- Freeway-to-freeway interchange at I-17 and Loop 303
- \$305 million in RTP Phase II (2011-2015)
- Completion anticipated in 2017

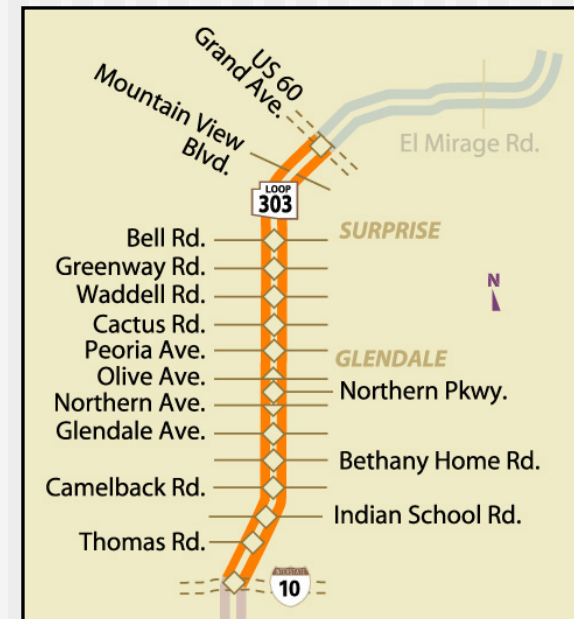
*Projects pending outcome of environmental process.



Loop 303 I-10 to US 60

- Converts existing 16-mile two-lane roadway to a six-lane divided freeway
- Interchanges at major arterial streets plus a multilevel interchange at Loop 303 and US 60
- Freeway-to-freeway interchange with I-10
- \$545 million in RTP Phase II (2011-2015)
- Completion anticipated in 2017

*Projects pending outcome of environmental process.





Statewide Acceleration Needs (STAN) Funding

- Late 2006, State Transportation Board approved \$22 million to construct* some Loop 303 projects at least five years ahead of schedule, including:
 - New bridge over Loop 303 at Bell Road
 - Interim at-grade intersection with Bell Road on west side of existing Loop 303
 - Improvements at Cactus and Waddell roads to:
 - Enhance driver safety
 - Minimize potential impacts of future Loop 303 construction on the cross streets and adjacent development

*Projects pending outcome of environmental process.



Sun City West Issues and Concerns

- “Expansion Area” Residents concerned about noise from Loop 303 traffic
 - Perception that noise is increasing
 - Noticeable increase in truck traffic
- Community members suggesting noise abatement by ADOT
 - No current funding for Loop 303 improvements adjacent to Sun City West
 - Abatement part of full freeway construction



ADOT Policies on Noise Abatement

- ADOT Environmental Planning Group accepts noise complaints for consideration/investigation.
- ADOT follows regulations established by the Federal Highway Administration (FHWA).
- Federal Regulations require abatement considerations when noise levels approach 67 decibels.
 - State Noise Policy requires abatement considerations when levels reach 64 decibels.
- Noise abatement would be considered with any new capacity improvements.



ADOT Approach to Noise Investigation

- On new roadway alignments or projects that increase capacity on existing roads, ADOT will:
 - Identify sensitive noise receivers (homes, schools, parks, hospitals, etc.)
 - Obtain site-specific data, such as traffic volumes, speeds and distance to receivers
 - Utilize FHWA-approved noise models to predict future levels
 - Compare predicted noise levels to criteria levels
 - Propose appropriate noise mitigation measures for locations where criteria is exceeded

Next Steps?

- ADOT remains committed to keeping project on schedule
- ADOT anticipates starting environmental study and design in 2009
- In the meantime...
 - ADOT continues to receive, track and investigate noise concerns



For More Information:

- Visit ADOT Web Site:

www.ValleyFreeways.com

- **ADOT Environmental Planning Group**
602-712-7767

- **Public Involvement**
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Community Outreach Team**
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